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SOURCE Newspapers and periodical as indicated.

OPERATIONS OF SOVIET RAILWAY EQUIPMENT PLANTS, 1951 - 1952

[Summary: This report presents information, from Soviet newspapers and a periodical, on the achievements and shortcomings of 118 Soviet railway equipment producing and repairing plants during 1951 and 1952.

The report is divided into four parts. Part I includes data on 30 locomotive plants; part II, 9 locomotive and car plants; part III, 42 car plants; and part IV, 11 railroad and transport machine building plants and 26 other railway equipment plants. These 26 plants include foundry-machine shops, brake plants, switch plants, spare parts plants, and railway electrical equipment plants.

Numbers in parentheses refer to appended sources.]

I. LOCOMOTIVE PLANTS

Alatyr' Locomotive Repair Plant

The Alatyr' Locomotive Repair Plant fulfilled its 1951 locomotive repair quota (1), and its quota for the first 10 months of 1952.(2)

Bryansk Locomotive Building Plant

In 1952, the Bryansk Plant built five tank cars of 50-cubic-meter capacity for hauling petroleum products. The cars were tested at the plant before they were put into series production.(3)



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Chkalov Locomotive Repair Plant

This plant also serves as the railroad station for Orenburg.(4)

Early in 1952, a group of workers from the plant was selected by the Main Administration of Locomotive Repair Plants of the Ministry of Railways USSR to study production methods at the Kolomna Locomotive Building Plant.(5)

Locomotives repaired by the Chkalov plant break down frequently and have to be returned to the plant for additional repairs and completion of unfinished work.(6)

In 1952, the plant failed to meet increased production schedules (8), and did not fulfill its quotas for the first 10 months of the year.(2)

Dnepropetrovsk Locomotive Repair Plant

The Dnepropetrovsk plant fulfilled its 1951 locomotive repair quota (1), but lagged in 1952 and did not fulfill its quota for the first 8 months of that year.(9)

A locomotive delivered by the plant in January 1952 as completely repaired had to be sent back a month later for further repairs and completion of unfinished work.(10) In 1952, the plant became irregular in its operations, mainly because of violations of technology and a deterioration of labor discipline (11)

Gayvoron Locomotive Repair Plant

This plant fulfilled its 1951 locomotive repair quota (1), and its quota for the first 10 months of 1952.(2)

Izium Locomotive Repair Plant

Early in 1952, a group from the Izium plant was selected by the Main Administration of Locomotive Repair Plants to study production methods at the Voroshilovgrad Locomotive Building Plant.(5)

In 1952, the plant fulfilled both its first-quarter quota (12) and its 6-month quota.(13) Because of the constant failure of the railroads to send locomotives in for repair on schedule, the plant was often forced to disrupt its work programs.(14)

Kaliningrad Locomotive Repair Plant

This plant repairs locomotives for the Belorussian Railroad System.(15) It fulfilled its 1951 locomotive repair quota only 51.4 percent, which caused the Main Administration of Locomotive Repair Plants to make an investigation to ascertain the causes of the plant's poor performance.(7)

However, the plant also lagged in 1952 and did not fulfill its 10-month quota for that year.(2)

Khar'kov Locomotive Repair Plant

In 1952, the Khar'kov plant mechanized its more difficult operations (9), and fulfilled its quota for the first 6 months (13) In many of the plant's shops, production was helped by assigning daily quotas for each worker. Through the efforts of the plant's party committee, schedules were posted in the plant showing the performance of each shift.(16)

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CONFIDENTIALKolomna Locomotive Building Plant

The Kolomna plant builds the Series L locomotive. (17)

Early in 1952, a group of workers from the Chkalov, Michurinsk, Poltava, and Kostov locomotive repair plants visited this plant to make a study of the Series L locomotive and the plant's production methods. (5)

L'vov Locomotive Repair Plant

In 1951, this plant changed 25 machines in its machine shop to high-speed methods, but in 1952 the number of high-speed machines in operation was reduced to one fifth. (8)

The plant fulfilled its quota for the first 10 months of 1952, (2), although locomotives released early in the year as completely repaired were found to have numerous defects and had to be returned for additional repairs. (7)

Michurinsk Locomotive Repair Plant:

The Michurinsk plant has had difficulty in obtaining materials. During part of 1951, it was practically without cast iron. (18)

In 1952, the plant's production schedule was often disrupted because of the lack of necessary parts for locomotives. The plant would receive basic materials in the middle or latter part of the month. (19) In October 1952, it failed to receive electrodes and structural steel for 3 weeks. (20)

Despite these difficulties, the plant was working stably in 1952. About 70 percent of its working force were engaged in competition to fulfill around-the-clock operations. The plant mastered the repair of cast-iron cylinders. It used a transportable vertical high-speed milling machine to machine slide valve liners, a method which reduced machining time 5 percent. A total of 906 Stakhanovites were machining more than 250 items on lathes stepped up to higher speeds. (19)

In 1952, the plant received the Red Banner of the VTsSPS (All-Union Central Council of Trade Unions) and the Ministry of Railways USSR for fulfilling its 9-month plan 102.5 percent for locomotive repairs, 111.8 percent for gross output, and 112.6 percent for commodity production. During the 9-month period, the plant showed a profit of 2 million rubles. (21)

It also fulfilled its 11-month quota in 1952 by 101.2 percent for locomotive repairs and 111.2 percent for gross output. However, the plant suffered losses in its foundry. Losses due to rejected castings were enormous, mainly because permanent molds were not used as such. (20)

Early in 1952, a group of workers from the plant was selected by the Main Administration of Locomotive Repair Plants to study production methods at the Kolomna Locomotive Building Plant. (5)

Molotov Locomotive Repair Plant

Mainly because of the haphazard work performed by the plant, many of the locomotives repaired by this plant in 1951 were found to have an average of 50 instances of unfinished work. (22)

In 1952, the plant lagged in quota fulfillment both in the first quarter (23) and in the second quarter. (13)

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CONFIDENTIALMurom Locomotive Building Plant imeni Dzerzhinskiy

In 1951, the Murom plant was directed by the Ministry of Transport Machine Building USSR, to which it is subordinate, to start production of diesel-electric shunting locomotives for electrified railroads and industrial sidings. By the end of 1951, the plant built its first diesel-electric shunting locomotive which successfully completed tests over the electrified lines.

The plant has started producing these locomotives and they are used successfully at many new construction sites, on electrified lines, and on various plant railroads. (16)

Novocherkassk Electric Locomotive Plant imeni Budenny

The Novocherkassk plant is subordinate to the Ministry of Electrical Equipment Industry USSR. It has been failing to fulfill its production program for several years. Early in 1952, it was behind in the production of a large number of electric locomotives, both road and industrial types. Its shops revealed many defects. Mechanization of heavy work was very poor. Although the plant lacked machine tools, a considerable number of the available machine tools were not used.

Its cast iron foundry was constantly behind schedule, and its steel foundry was also falling behind. (24)

Novosibirsk Locomotive Repair Plant

Some locomotives repaired by this plant in the latter part of 1951 could not be put into service without additional repairs (6). In 1952, it failed to meet its 11-month quota. (25)

Poltava Locomotive Repair Plant imeni A. A. Zhdanov

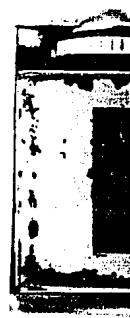
Early in 1952, a group of workmen from the Poltava plant was selected by the Main Administration of Locomotive Repair Plants to study production methods at the Kolomna Locomotive Building Plant (5)

The plant operated on a profitable basis in 1952. It exceeded its 6-month quota. (13) It fulfilled its 7-month quota for gross output by 106.8 percent, exceeded its 7-month quota for repairing locomotives, and improved its quality of production during this period. (26) By October 1952, the plant had increased labor productivity 18 percent and gross output 19.3 percent over 1951, and had cut production costs 11.6 percent below 1951. It was exceeding its quotas for all items. (28) The plant fulfilled its 10-month quota ahead of schedule, by 20 October 1952. (27) It fulfilled its 11-month quota 107.9 percent for gross output and 101.3 percent for locomotive repairs (28). In the fourth quarter 1952, it held first place among Soviet locomotive repair plants. (29)

However, up to June 1952, the plant lagged in its quota for producing parts from cast iron (8) and, up to September 1952, lagged in its quota for shipping scrap. (30)

The plant is a modern, advanced enterprise. It has a sufficient number of experienced workers, engineers, and technicians. (28)

Rods are spliced and then electrically welded at the plant. Journal braces, suspensions, and other parts are also electrically welded. Tools are heat-treated by high-frequency current, and injectors are cast in permanent molds. (26) In 1952, losses due to rejects in the plant's foundry were cut below the 1940 level by 38 percent for cast iron and 9.8 percent for brass.

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More than 70 percent of the plant's working force are Stakhanovites.(27) One hundred seventy-five Stakhanovites mastered high-speed cutting and by August 1952 were machining more than 300 locomotive parts at speeds from 100 to 500 meters a minute.(26) By machining these items at high speeds, the plant saved more than 100,000 man-hours in 1952. In the same year, it increased its gross output 80 percent and its labor productivity 56.6 percent over 1940. Unfinished work on locomotives was cut 6.5 percent below 1951, thus making it possible to cut layover time of a locomotive undergoing repairs to 50 hours.(27)

In 1951, the plant was producing only seven locomotive cylinders a month. In January 1953, it was producing 20-25 cylinders a month. It pledged to produce 40 cylinders a month in 1953 and to fulfill the Fifth Five-Year Plan in 4 years. It also pledged to increase its designed capacity 10 percent in 1953.(29)

Proletarsk Locomotive Repair Plant

This plant has a foundry for casting iron and light metal parts, and a machine shop.(31)

The plant operated stably in 1952. It fulfilled its 5-month quota (32), and exceeded its 6-month quota; during the latter period it exceeded its quota for gross output by 8.9 percent, and its quota for commodity production by 9.4 percent.(31) It also fulfilled its 10-month quota.(2)

Rostov Locomotive Repair Plant

The Rostov plant repairs the Series L locomotive built by the Kolonna Locomotive Building Plant. The repair of this locomotive was something new for the plant, and it was lagging in its repair program at the end of 1951.

In the latter part of 1951, it sought the aid of Kolonna workmen to help it master the repair of these locomotives, and dispatched a crew of its workers to the Kolonna plant to learn about them.(17)

Although the plant is equipped with modern equipment, having made considerable improvements such as the installation of many new motors, cranes, etc., during the postwar period, it has been operating inefficiently. At the beginning of 1952, it had not been completing its quotas for some time, mainly because of its inability to organize its work and utilize the equipment. Some of its shops were forced to reduce production because of the lack of cast iron, forgings, furnace parts, tools, and other materials.(33)

It did not fulfill its locomotive repair quota for 1951 (1), nor did it fulfill its quotas during the first 7 months of 1952. In the 7-month period, it was behind in delivery of 25 locomotives. As a result of enormous waste, repair costs were enormous. Considerable red tape was involved in its operations. Both technological (34) and labor discipline were violated (8), and Stakhanovite methods were given slight encouragement.

The bearings on locomotives repaired by the plant in the middle of 1952 overheated and melted.(34)

Shevchenko Locomotive Repair Plant

The Shevchenko plant is also called the Taras Shevchenko Plant.(30) During the first 9 months of 1951, it repaired ten locomotives for the Southwestern Railroad System, but the quality of repairs was very poor. In one instance, a locomotive engineer came to the plant for his locomotive, noted the numerous

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cases of unfinished work, and demanded that they be rectified. However, the plant refused him further admittance. Subsequently, a special commission appointed by the Ministry of Railways USSR found 44 defects on the locomotive.(6)

In 1952, the plant fulfilled its first-quarter quota (23), exceeded its 6-month quota (13), and fulfilled its 10-month quota.(2) However, 50 percent of the locomotives repaired by the plant had to be held over because of unfinished work.(35)

Stanislav Locomotive Repair Plant

This plant failed to fulfill its locomotive repair quotas both for 1951 (1) and for the first 6 months of 1952 (13)

Sverdlovsk Locomotive Repair Plant

This plant was not supplied with necessary materials in 1951 by the Department of Supply of the Main Administration of Locomotive Repair Plants.(18)

Tallin Locomotive Repair Plant

The Tallin plant failed to fulfill its repair quota for the first 6 months of 1952.(13)

Tikhoretsk Locomotive Repair Plant

To save metal, this plant in 1952 reconditioned worn-out and broken-down locomotive parts.(36)

In 1952, it did not fulfill its quota for shipping scrap up to September (30), nor its 10-month locomotive repair quota.(2)

Ufa Locomotive Repair Plant

In the latter part of 1951, the Ufa plant lacked cast iron.(18)

In early 1952, a group of workmen from the plant was selected by the Main Administration of Locomotive Repair Plants to study production methods of the Voroshilovgrad Locomotive Building Plant (5) Because of the failure of the railroads to send locomotives to the Ufa plant for repair on schedule, the plant was often forced to disrupt its cycle of operations in 1952 (14) However, it fulfilled its quota for the first 10 months of that year (2)

Velikiye Luki Locomotive Repair Plant

This plant fulfilled its first-quarter 1952 quota (12) and its 6-month quota (13)

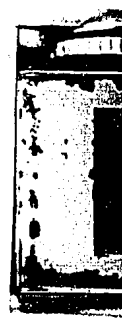
Vil'nyus Locomotive Repair Plant

This plant repairs passenger locomotives. In 1951, it operated unsatisfactorily and failed to fulfill its locomotive repair quota.(1)

Voronezh Locomotive Repair Plant imeni Dzerzhinskiy

In 1951, this plant made poor repairs on locomotives. Of 73 locomotives repaired by the plant during the first 8 months of that year, 19 proved unfit for operation and had to be sent back to the plant for further repairs.(15)

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In early 1952, a group of workers from the plant was selected by the Main Administration of Locomotive Repair Plants to study production methods of the Voroshilovgrad Locomotive Building Plant.(5) Because of the failure of the railroads to send locomotives for repair on schedule, the plant in 1952 was often forced to disrupt its schedule of operations.(14)

However, in 1952 it met its 10-month repair quota (2), but, up to September, failed to meet its quota for shipping scrap.(30)

Voroshilovgrad Locomotive Building Plant imeni Oktyabr'skaya Revolyutsiya

In early 1952, groups of workmen from the Izyum, Voronezh, Proletarsk, Zaporozh'ye, and Ufa locomotive repair plants visited the Voroshilovgrad plant to study its production methods.(5)

During 1952, it produced a 2-10-2 locomotive, which is a modification of the Series L locomotive. This new locomotive has certain operating advantages over the older models of this series. A special arrangement transfers some of the locomotive's load from the pilot and trailing axle to the driving axles, thus increasing the tractive force and easing starting. The new model is equipped with roller bearings and a water heater, the latter a product of the Bryansk Locomotive Building Plant. The new engine was assigned to the Moskva-Sortirovochnaya station of the Moscow-Ryazan' Railway System and will pull freight trains over the Moscow-Ryazhsk section.(37)

In 1952, the plant also designed a 200- to 250-ton capacity, heavy-duty flatcar for hauling transformers and turbines from plants to the large Volga construction projects.(38)

Yaroslavl' Locomotive Repair Plant

In 1951, the Yaroslavl' plant failed to fulfill its repair quota, mainly because of a lack of know-how.(39) Locomotives released by the plant during that year as completely repaired showed numerous cases of haphazard work.(15)

Although conditions seemed to have improved in early 1952, after a group of its workmen visited some advanced enterprises in Yaroslavl' to study production methods, in 1952 the plant was unable to meet increased production schedules.(8) It did not fulfill its quota for the first 6 months of 1952, (13), nor its quota for shipping scrap up to September.(30)

Zaporozh'ye Locomotive Repair Plant

The plant operated poorly both in 1951 and 1952. It failed to meet its 1951 locomotive repair quota (1) and its 11-month quota in 1952.(25) A locomotive released by the plant in 1952 as completely repaired was found to have 150 cases of unfinished work.(35)

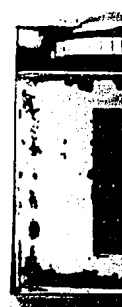
Early in 1952, a group from the plant visited the Voroshilovgrad Locomotive Building Plant to study its production methods.(5)

II. LOCOMOTIVE AND CAR PLANTS

Chita Locomotive and Car Repair Plant

In 1951, the Chita plant failed to fulfill its repair quota for both locomotives and cars.(7) It also failed to deliver its quota of repaired passenger cars in the first quarter 1952.(40)

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Daugavpils Locomotive and Car Repair Plant

The Daugavpils plant repairs both locomotives and passenger cars.(40)

During the 1951 - 1952 winter season, it saved 131 tons of coal by converting the steam from its forging hammers to the heating of its blacksmith, boiler, and other shops. This steam was previously released into the air. In 1951, the plant used hydraulic jacks in its repair work, and dried electrical motor winding in special, lamp-drying cabinets. The latter development made it possible for the plant to conserve 61,000 kilowatt-hours of electricity in that year.(41)

In 1951, the plant received its first order to repair heavy-duty locomotives. Although it had all the equipment needed to do the work, in October 1951 it was more than 20 heavy-duty locomotives behind schedule in its repair plan. The plant lacked industrial know-how, was introducing modern work methods very slowly, and was poorly supervised by the Main Administration of Locomotive Repair Plants.(42) Thirty percent of the locomotives outshopped by the plant in 1951 had to be returned for additional repairs.(35)

It failed to fulfill its 1951 locomotive repair plan (1), and lagged in 1952. During the first 11 months of 1952, it did not deliver any locomotives or cars.(14)

Konotop Locomotive and Car Repair Plant

The plant lagged during both 1951 and 1952. It did not fulfill its 1951 repair quota (7), nor had it delivered any locomotives or cars up to December 1952.(14)

The plant repairs both locomotives and passenger cars (7), but the quality of repair work has been very poor. It was still repairing locomotives by antiquated methods in 1952.(43) In many of its shops, equipment was standing idle in December 1952.(44)

Both discipline and morale have been very low.(43) The workers have been more interested in the number of locomotives outshopped than in the quality of repair work.(6) On every locomotive to be outshopped, 50-60 cases of unfinished work were found (43), and locomotives had to be lifted a second time for additional repairs. Much of the poor repair work was found in the locomotive frames.(44)

In 1952, the plant fulfilled its 8-month repair quota only 84.6 percent for locomotives and 92.1 percent for cars (43); it fulfilled its 10-month quota 85.1 percent for locomotives and 91.5 percent for cars. However, in November 1952 these figures dropped to 70 percent for locomotives and 78 percent for cars.(44)

During 10 months of 1952, four locomotives and ten passenger cars had to be returned to the plant for additional repairs.(35)

The plant has also suffered heavy losses in its foundry. During part of 1952, losses in casting valve bushings reached as high as 36 percent of output, but the plant did nothing to improve its foundry operations.(8)

The plant blamed its poor performance on lack of materials and lack of cooperation from the Main Administration of Locomotive Repair Plants of the Ministry of Railways USSR.(43)

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CONFIDENTIALKrasnoyarsk Locomotive and Car Repair Plant

This plant operated inefficiently during 1951 and part of 1952. It did not fulfill its 1951 locomotive repair quota (1), nor its quota for the first 6 months of 1952.(13)

Some of the locomotives outshopped by the plant late in 1951 were found to have poorly machined valve bushings and no uniform clearance in the valve rings.(6)

Lepaya Locomotive and Car Repair Plant

In 1950, this plant was the second-best plant among Soviet railway equipment repair plants.(45) However, it lagged in both 1951 and 1952.

During 11 months of 1951, it fulfilled its locomotive repair quota only 67.6 percent. The reasons for the plant's poor performance were unsystematic work methods and lack of know-how.(46) In late 1951, there were 40 tons of girders and beams piled up at the plant which it did not need.(18)

In 1952, it lagged in quota fulfillment up to November (2)

Tashkent Locomotive and Car Repair Plant

Rather than specializing in repairing one type of passenger car, the Tashkent plant has been repairing several types; this resulted in an inability to repair these cars by the progressive method.(40)

Early in 1952, a group of its workmen visited the Lyublino Foundry-Machine Shop imeni L. M. Kaganovich to study its methods of organization and production.(5)

In August 1952, the plant pledged to supply by 25 September 500 tons of steel, 600 tons of cast iron, 45 tons of bronze, and 265 tons of forgings above plan; to outshop above its September 1952 quota two repaired locomotives and three cars, and to save an estimated 1,000 tons of fuel during the 9-month period. In addition, it pledged to cut the use of ferrous metal for locomotives, cars, and spare parts, in the third quarter 1952, 50 tons below that of the first 6 months of 1952, and to reduce gross production costs in September 1952 by 8.5 percent below the 1951 level.(47)

However, up to December 1952, the plant had failed to deliver any locomotives or cars.(14)

Tbilisi Locomotive and Car Repair Plant imeni Stalin

The Tbilisi plant is an old one (17), but is one of the largest enterprises in the Georgian SSR; it repairs electric and diesel locomotives (48), passenger and refrigerator cars. It has a gray iron and wheel foundry.(49)

Prior to 1951, it was not fulfilling its quotas. Early in 1951, the plant's party committee held a meeting with the workers, who made various complaints.(50) In 1951, many of its shops underwent changes. Both the plant's technical equipment and its performance were improved.(17) Production increased 14.9 percent over 1950 and costs were cut 1.4 percent.(50)

The plant fulfilled its 1951 locomotive repair quota (1, 51) and its quota for the first quarter 1952.(23) According to later sources, however, the plant lagged in both 1951 and part of 1952. Zarya Vostoka reported in May 1952 that the plant fulfilled its 1951 locomotive repair quota by only 65 percent and that in April 1952 it increased its fulfillment to 94 percent of quota. The plant

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management blamed its poor performance on lack of cooperation from the Main Administration of Locomotive Repair Plants, but Zarya Vostoka charged that while this complaint was somewhat justifiable, the plant did not coordinate its working operations or its supply of materials from the stock room.(48) A July issue of the same paper stated that the layover time for capital repairs on locomotives was 16.9 days above norm during the first quarter 1952. Locomotives and cars sent to the plant for repairs remained on the plant's sidings for months. Because of its poor performance, the plant lost 70,000 rubles during that quarter.(52)

The plant failed to fulfill its quota for the first 6 months of 1952.(13) It picked up during the third quarter 1952, and repaired, by 5 October, one locomotive, two passenger cars, and 16 refrigerator cars above plan.(53) The plant fulfilled its 9-month plan ahead of schedule, delivering a considerable quantity of products above plan.(54)

In 1952, the plant's foundry fulfilled its 7-month production quota. The plant made some structural changes in its cupolas, and thus increased labor productivity 20 percent. By installing two centrifugal casting machines, the plant practically eliminated rejects, which previously reached almost 30 percent of production. These machines also increased labor productivity, so that two men can now do the work of five. Tubes from which piston rings are made, are now cast in semipermanent molds. This saves 65 percent of the metal formerly used in the manufacture of parts.

The plant developed a new method of producing stronger cast iron. It started making from cast iron many parts formerly made from expensive metal. Tests for heat resistance and wearability showed that these parts met all requirements for bronze.(55)

Ulan-Ude Locomotive and Car Repair Plant

Every locomotive inspected at this plant in 1951 averaged 47 instances of unfinished work, and was required to remain an additional 100 hours. In the same year, the plant failed to deliver 51 passenger cars and more than 3,300 tons of metal products. Approximately 50 defects were found on each car repaired, and the car was required to lay over an extra 53 hours for additional repairs.(56)

In late 1951, one million rubles' worth of tools above norm were found accumulated at the plant.(18)

In 1952, the plant made great strides in improving its operations. It fulfilled its 10-month quota.(2) Its foundry fulfilled its 1952 quota on 13 October and produced more than 500 tons of cast iron.(57)

In early 1952, the plant developed and introduced a new method to replace the previous laborious method of producing locomotive and car parts. It was expected that on seven parts manufactured by the new method, the plant's blacksmith shop would save 135 tons of high-quality steel annually. The reduction of surplus labor during forging and pressing operations was expected to increase work performance sharply and reduce considerably the costs of the manufactured parts.(58)

Vologda Locomotive and Car Repair Plant

During part of 1951, the Vologda plant was practically without cast iron.(18) However, it fulfilled its 1951 locomotive repair quota.(6)

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The plant is an advanced enterprise.(7, 59) It repairs passenger cars as well as locomotives and has made various changes in its repair methods.(60) It has rearranged its passenger car repair shops into stripping, body-under-frame, and assembly-repair departments. In June 1952 passenger cars were repaired at the plant in seven positions.(59)

Its workers participate in the Zhandarovo-Agafonova, personal efficiency movement, whereby each worker pledges to fulfill each operation successfully. All of the plant's younger workers have had Stakhanovite on-the-job training.(60)

In mid-1952, workers from the Konotop, Daugavpils, Ulan-Ude, Tbilisi, and Tashkent locomotive and car repair plants held a conference at this plant to discuss methods of improving passenger car repairs.(59)

III. CAR PLANTS

Almolinsk Car Repair Plant

This plant failed to fulfill its 1951 car repair quota.(1)

Alma-Ata Car Repair Plant

The Alma-Ata plant repairs passenger cars, but has been performing a considerable amount of haphazard work (40), and has not been fulfilling its repair quotas for several years. In the first 11 months of 1951, it fulfilled only 70.5 percent of its repair quota. The plant's management blamed the poor performance on the poor material supply. However, the main reason was that, instead of clear-cut planning, there was a great deal of inconsistency at the plant. Work was poorly organized and activity became intensified only toward the end of the month. Inspection disclosed 50-100 instances of incompleting repairs on every car which was about to be delivered.(45)

Even though the plant has modern equipment, it did not improve its position in 1952.(61)

In the first quarter 1952, it failed to deliver its quota of passenger cars.(41) It fulfilled its 7-month quota in 1952 only 86.2 percent, and spent over 2 million rubles more than planned.(61) The plant also failed its 9-month quota in that year, fulfilling it only 93 percent.(62) Unfinished work continued to reach up to 100 instances on a car, and cars had to be held over for extra days to complete the work. It became customary at the plant to shift workers from job to job without allowing them to finish one.(61) Lack of strong labor discipline prevailed throughout the plant.(9) Despite these factors, the Main Administration of Car Repair Plants of the Ministry of Railways USSR had made no efforts to aid the plant in any way.(61)

Altayskaya Car Plant in Chesnokovka

In 1952, this plant used 9.1 tons of rolled stock to build a boxcar, as compared with 12.3 tons in 1948 -- 3.2 tons less. It used 11.1 tons to produce a four-axle gondola in 1952, as compared with 14.9 tons in 1949 -- 3.8 tons less.(63)

Anzhero-Sudzhensk Car Repair Plant

This plant, which repairs passenger cars (41), failed to fulfill its quota for the first 11 months of 1952.(25)

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Baku Car Repair Plant

Early in 1952, this plant was cited as an advanced enterprise. (7) It fulfilled its quota for the first 8 months of 1952. (9)

Barnaul Car Repair Plant

This plant fulfilled its quota for the first 11 months of 1952, (25), but it has been criticized for making poor repairs on cars. (64)

Bogotol Car Repair Plant

The Bogotol plant fulfilled its 1951 car repair quota (1) and its first-quarter 1952 quota (23), but then dropped behind and did not meet its 11-month quota in 1952. (25)

Borisoglebsk Car Repair Plant

The irregular system of supplying this plant with materials resulted in a considerable amount of haphazard work at the plant in 1951. During that year, it was unable to maintain a continuous flow of production during the first 10 days of the month, mainly because of the shortage of some 70-80 items. At the same time, the plant's storehouse was loaded with material which the plant did not need.

Despite the fact that the plant repairs only tank cars, in 1951 it received over 600 cubic meters of timber, the lack of which caused other plants to fail to fulfill their quotas. A considerable amount of material was shipped to the plant by the Main Administration of Car Repair Plants of the Ministry of Railways USSR merely to relieve the overloaded bases of the administration. Meanwhile, such critical material as light sheet iron, extremely necessary for the plant, was shipped elsewhere. It obtained castings in 1951 with great difficulty and was often forced to delay the repair of tank cars. Nevertheless, it fulfilled its 1951 car repair quota in 11 months. (18)

In 1952, it lagged up to September in the fulfillment of its quota for shipping metal scrap. (30)

Darnitsa Car Repair Plant

The Darnitsa plant failed to fulfill its 1951 car repair quota (1) and was lagging during the early part of 1952 (32), but then improved its performance and fulfilled its quota for the first 11 months of 1952. (25)

Dneprodzerzhinsk Car Building Plant imeni Gazeta Pravda

In January 1952, this plant started building improved-model 60-ton flatcars on a series production basis. At the same time, it was testing a new type of car for hauling hot cinders. Plant draftsmen were designing new models of 60-ton self-clearing cars, 70-ton flatcars for hauling cast iron, and hoppers for hauling cement and other materials. (33)

In May 1952, a state commission tested cars built by the plant for construction projects along the Don, the Dnepr, the Volga, and the Amu-Dar'ya rivers. Of 60-ton capacity, the cars are of all-metal construction. They are loaded through a hose by means of compressed air, and are unloaded mechanically. Upon completion of the tests, the plant was preparing for series production of the new-type cars. (66) In the middle of 1952, the plant's draftsmen also designed a 65-ton self-clearing car. (67)

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CONFIDENTIALDnepropetrovsk Car Building Plant imeni Gazeta Pravda

During recent years, this plant has been building new types of rolling stock, including several models of 60-ton flatcars with metal sides, special cars for hauling bitumen and cement, and 100-ton gondolas, the latter made on order.

In 1952, the plant expected to produce, by 5 October, a new-model, 60-ton, self-clearing car and special 75-ton flatcars for hauling cast iron.(67)

Gomel' Passenger Car Repair Plant

In 1952, the Gomel' plant expected to repair mail cars, baggage cars, and service cars.

Because it makes repairs on all makes of passenger cars, rather than specializing in repairing one type of car, the plant has been unable to repair cars by the progressive method.(40)

Kalinin Car Building Plant

In the middle of 1952, the Kalinin plant was building all-metal passenger cars.(69)

Following a visit from Stakhanovites and engineers of the Yaroslavl' Railroad Car Brake Plant, more than 100 of the Kalinin plant's machinists doubled their production of braking equipment.(70)

Kaliningrad Car Building Plant

Early in 1952, this plant built 50-ton self-clearing dump cars for Kuybyshevskidrostroy (Administration for the Construction of the Kuybyshev Hydroelectric Center). The cars are both reliable and economical. While it takes 150-200 persons at least an hour to unload 1,000 tons from conventional-type rolling stock, the same amount of tonnage can be unloaded from these dump cars by one man in 3-4 minutes.(71)

As a result of technological improvements in production, the plant by November 1952 used 800 kilograms less metal in producing dump cars than previously. Thus, in 1952 it was able to cut production costs of these cars.(72)

Kavash Car Repair Plant

In 1951, this plant lacked timber and was unable to fulfill its repair quota for that year.(18)

Khar'kov Car Repair Plant

This plant fulfilled its quota for the first 8 months of 1952.(9)

Kiev Car Repair Plant

The Kiev plant repairs passenger cars and has the facilities to repair these cars by the progressive system. However, the facilities had not been organized and repair methods continued to be uncoordinated early in 1952.

Mainly because cars were not sent to the plant by the railroads on schedule, the workmen had to work in different positions to carry out repairs.(73)

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Accepting the challenge of the Nizhnedneprovsk Car Repair Plant early in 1952 on repair plan fulfillment, the plant pledged to fulfill its 1952 repair quota ahead of schedule.(74)

During 1952, the plant made great strides in improving its operations. Significant improvements were made especially during August 1952, when the plant fulfilled its monthly quota for passenger car repairs 110.9 percent. It showed a profit of 186,000 rubles on capital repairs and 56,000 rubles on medium repairs up to September 1952.

Parts taken off cars during dismantling are saved and then used again. Gas welding has been mastered and is used widely. Cover plates on cars are now welded. Other new innovations and improvements in work methods made it possible for the plant to cut labor, on an average, 180 hours for capital repairs and 70 hours for medium repairs. In September 1952, the layover time of cars undergoing repairs was still above norm, but the plant pledged to cut this layover time, to improve its quality of production, and to cut production costs.(9)

It fulfilled its 1952 quota for gross output ahead of schedule on 18 December 1952.(75)

Kizyl-Arvat Car Repair Plant

This plant failed to fulfill its 1951 car repair quota (1) and its quota for the first 11 months of 1952.(25)

Leningrad Car Building Plant imeni Yegorov

In April 1952, the plant was building railroad passenger cars of various designs, including an all-metal passenger car. Recent models produced by the plant are equipped with reconditioned furniture, ventilation, and lighting equipment. The new-model cars will be equipped with air conditioning.(76)

In 1952, the plant was also producing bushings for tractor bearings and expected to triple its output during the year.(77)

In the latter part of 1952, the plant made adjustments in its operations in order to produce cars equipped with roller bearings.(78)

The plant is subordinate to the Ministry of Transport Machine Building USSR.(79)

Lianozovo Passenger Car Building Plant

The plant, which is subordinate to the Ministry of Transport Machine Building USSR (79), was building all-metal passenger cars in the latter part of 1951.(80)

Mikhaylo-Chesnokovskaya Car Repair Plant

The plant has been lagging and failed to fulfill its 1951 car repair quota (1), and its quota for the first 5 months of 1952.(2)

Minsk Passenger Car Repair Plant

In 1951, the Main Administration of Car Repair Plants of the Ministry of Railways USSR gave the Minsk plant a schedule of the types of cars the plant would repair that year, but the schedule did not conform to the needs of the railroads and was soon abandoned. The plant was forced to repair cars sent by the railroads rather than those planned by the main administration.

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Early in 1951, it started repairing two types of passenger cars by the progressive system, but was soon forced to abandon this innovation because of the varied types of cars sent by the railroads. Despite the fact that the plant does not specialize in repairing all types of passenger cars, in 1951 it was sent more than 12 different types of passenger cars for repair. Because parts are not standard for all cars, the plant had to produce individual replacement parts for the different types of cars. This resulted in an overall increase in its costs and, in 1951, the plant exceeded its norm for repair costs.

Although the plant installed new machinery in its wheel shop, woodworking shop, and machine shop, and installed a high-frequency quick lumber dryer in its wood mill in 1951, it failed to fulfill its passenger car repair quota for that year.

Together with the Gomel' Car Repair Plant, the Minsk plant was preparing to repair a considerable number of mail, baggage, and service cars in 1952.

Despite the fact that the tools produced by the plant in 1952 were poor in quality and often disrupted production, their production costs were very high. The plant was also supplied with nonstandard size lumber, which it was often forced to rework to required size.(68)

In 1952, the plant fulfilled its 8-month quota.(9)

Molotov Car Plant

This plant also serves as the railroad station for the town of Perm.(18)

In 1951, it produced 9-ton narrow-gauge flatcars for the timber industry. These cars were built with cast-iron bearings.(81)

Moscow Car Repair Plant imeni Voytovich

This plant has been repairing all-metal passenger cars since 1950.(69) It repairs the all-metal passenger cars built by the Lianozovo Passenger Car Building Plant.(80)

It failed to fulfill its 1951 car repair quota.(1) Early in 1952, a special crew from the plant visited the Kalinin Car Building Plant, which builds all-metal passenger cars, to study its organization of production and the technology of all-metal cars.(69) In the same year, the plant introduced the latest working methods, mechanized its work, strengthened labor discipline, and made all efforts to improve its quality of production.(40)

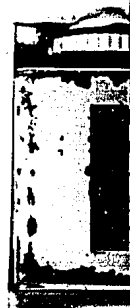
The plant now repairs cars by the progressive system. Following the visit of some of its workmen to the Kalinin plant, the plant during 5 months of 1952 increased its performance 21 percent over the same period of 1951.(69)

This plant continued to show progress during 1952. It fulfilled its 7-month quota 106.8 percent for gross output and 107.9 percent for consumer's goods. In the same period, its assembly shop repaired 23 cars above quota.

Its foundry fulfilled its 8-month quota on 1 August 1952 and produced 855 tons of metal above plan.

By making extensive use of old but suitable parts, saving materials, and drastically cutting non productive costs, the plant was able to cut production costs during the first 6 months of 1952 by 9.3 percent, as compared to the 7.5-percent cut it was expected to make.(26)

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It fulfilled its quota for the first 9 months of 1952 ahead of schedule, saving more than 90,000 kilowatt-hours of electricity and showing a profit, during the period, of 2.5 million rubles above plan.(82) The plant fulfilled its pledge to show a profit of 1.5 million rubles for 1952 in 6 months.(26)

In the Fifth Five-Year Plan, the plant will be fitting cars with roller bearings.(82)

Moscow Car Repair Plant Pamyat' Revolyutsii 1905

This Moscow plant fulfilled its 1951 car repair quota.(1) However, in that year, 23 cars had to be returned to the plant because of poor repairs.(83)

In 1952, the plant failed to fulfill its 8-month quota. It lagged in its operations in 1952 because of a lack of strong labor discipline. There were numerous instances of loafing and leaving work early; in fact, the plant's supervisory personnel was among the violators. In some departments, incomplete work was reported as finished.(9)

Nizhnedneprovsk Car Repair Plant

This plant fulfilled its 1951 car repair quota.(1) The plant, one of the advanced Soviet railroad enterprises, has been repairing two-axle and four-axle passenger cars by the progressive system; workers from the Novorossiysk and Zhmerinka car repair plants visited the plant to study its methods of repairing these cars.(84)

During 4 months of 1952, the plant repaired hundreds of passenger cars, and its foundry delivered 700 tons of metal above plan.(60) The plant is a progressive enterprise and has been introducing new improvements in its repair work. Its repair work is mechanized, its labor is well disciplined.(40) In 1952, the plant improved its methods of maintaining a supply of materials from its preparation departments, and added mechanized equipment to many of its shops. In mid-1952, more than 1,000 of its working force were participating in a personal efficiency system whereby each worker pledged to fulfill each operation successfully.(85)

Early in 1952, some of its engineers and workmen visited the Kalinin Car Building Plant, which builds passenger cars, to study the production of these cars.(86) In the same year, the plant began to repair these all-metal passenger cars according to the progressive system.(85)

In October 1952, it delivered to the Stalin Railway System, 4 days ahead of schedule, its first all-metal passenger car equipped with roller bearings. It planned to deliver dozens of such cars by the end of October.(87)

Novorossiysk Car Repair Plant

Early in 1952, workers from this plant visited the Nizhnedneprovsk Car Repair Plant to study its method of repairing passenger cars.(84)

Accepting the challenge of the Nizhnedneprovsk plant on repair quota fulfillment, the Novorossiysk plant pledged to fulfill its 1952 repair quota of passenger cars by 5 December 1952 and to repair 20 cars above plan by the end of 1952. Its passenger car department pledged to cut repair time by one day and to organize a uniform production schedule for each month. The plant's entire working force pledged to increase labor productivity 5 percent and to cut production costs 2 percent below planned costs.(74)

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However, the plant failed to fulfill its quota for the first 11 months of 1952.(25) It also failed to meet its quota for shipping scrap up to September 1952.(30)

October Car Repair Plant imeni Kaganovich at Leningrad

This plant has been repairing all-metal cars since 1950. In 1952, a special group of the plant's engineers and technicians visited the Leningrad Car Building Plant imeni Yegorov, which builds passenger cars, to study its production methods.(88)

In 1952, the plant fulfilled its 8-month quota.(9)

Ordzhonikidze Car Repair Plant imeni Kirov

The Ordzhonikidze plant repairs passenger cars (89), freight cars, and tank cars.(90) Its labor is highly disciplined, it introduces the latest working techniques, and has made every effort to render the highest quality of repair work.(40)

In January and February 1952, it exceeded its quota for gross output and car repairs. More than 1,000 of its working force were participating in a personal efficiency system whereby each worker pledged to fulfill each operation successfully.(91)

In 1951, the plant started to smelt babbitt in electric furnaces. This new method was expected to save 2 kilogram of babbitt on every four-axle car.(36) The plant installed electric melting pots, electric furnaces for heating the forms containing the bearings, and electric furnaces for resmelting the babbitt from old bearings. It now takes 45 minutes for the first heat, and 20 minutes for each subsequent heat. The process of pouring bearings requires two operations: the preparation of forms and the actual pouring. Each operation takes 6 hours. Two men now produce 160-200 bearings every 2 days, as compared to a maximum of 100 bearings produced previously. As a result of this new development for pouring car bearings, the plant saved 10 tons of highly expensive metal in 1951, and 3.5 tons during 5 months of 1952. It also saved 30,000 kilowatt-hours of electricity during this 17-month period (92)

By cutting the time between different operations, the plant cut layover time of a four-axle rigid car undergoing capital repairs 13.6 days below 1950 in 1951. In 1952, this layover time was cut 15.7 days below 1950. In addition, the plant increased labor productivity and reduced man-hours on each car.

In 1950 it took, on an average, 1,771 man-hours to make capital repairs on a two-axle rigid car and 3,095 man-hours to make capital repairs on a four-axle rigid car. Labor productivity in that year was 73.1 percent of plan.

In 1951, the man-hours necessary to make capital repairs dropped to 1,630 for a two-axle rigid car, and to 3,088 for a four-axle rigid car. Meanwhile, labor productivity rose to 105.9 percent above plan.

In 7 months of 1952, the man-hours dropped to 1,476 for a two-axle rigid car and to 2,713 for a four-axle rigid car. Labor productivity during this period rose 19.5 percent more than planned.

By cutting the time between operations, the plant increased its average monthly output three cars over the period prior to reorganization of its production methods. Costs were cut considerably and the quality of production was greatly improved.(93)

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The plant fulfilled its car repair quotas for 1951 (1) and the first 10 months of 1952.(2)

Otrozhka Passenger Car Repair Plant imeni Tel'man

Early in 1952, a group of the Otrozhka plant's engineers and technicians visited the Kalinin Car Building Plant to study its production methods.(86)

In 1952, the plant made significant forward strides in its operations, especially during August.(9) It intensified its efforts to produce parts for auxiliary shops and to extend the useful life of repairable parts of passenger cars. After the cars were stripped, the parts which were removed were sent to the plant's preparation shops for repair or reconditioning. The plant established special departments for repairing doors, window frames, and furniture.

Striving to repair cars by the progressive system, the plant retooled, re-equipped, and transformed some of its shops for this work in 1952, but had little success. The East Siberia, Gor'kiy, and Kuybyshev railroad systems sent their cars to the plant for repairs with great irregularity, and this complicated the plant's operations.(94)

However, in 1952 the plant repaired 12 passenger cars above plan and showed a profit of 347,000 rubles.(95)

Panyutino Car Repair Plant

The Panyutino plant has been repairing two-axle freight cars by the progressive system, a fact which has made the plant one of the most advanced Soviet railroad transport enterprises. The cars are repaired in eight positions. The plant operates on a two-shift basis, and the cars move from each position every 8 hours.

From 1949 to May 1952, the plant practically doubled its output, cut costs considerably, and reduced the layover time during repairs.(96)

In 1952, plant innovators designed hundreds of jigs, fixtures, and tools, set up the preassembly of parts, whereby certain parts of a car are preassembled and then installed on a car as a unit, and modernized a number of machines and mechanisms.(97) By using special templates and jigs, the plant surmounted the problem of replacing parts because of nonstandardization.(96)

In the middle of 1952, the plant pledged to fulfill its 9-month quota for gross output 110 percent, to repair 39 cars above quota, to cut production costs 4 percent, and to increase labor productivity 2 percent.(98)

It fulfilled its 1951 car repair quota (1) and its 1952 quota, the latter ahead of schedule on 4 December. In 1952, it fulfilled its quota 102 percent for gross output, 100 percent for capital repairs, 112 percent for forgings, and 102 percent for new springs.(99)

Pervovo Car Repair Plant imeni Kaganovich

This plant is a large industrial base well equipped to repair electrified rolling stock and train units (100) and to supply parts for them.(101) It performs medium repairs.(102)

The plant's operations are highly mechanized, its labor is well disciplined and the plant has been making every effort to perform high-quality repair work.(40) Not only has it been exceeding its repair quotas for several years, but it has also been improving its performance.(75)

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In 1952, it fulfilled its 8-month quota 114.4 percent for gross output and 111.9 percent for commodity production. It also pledged to fulfill its 10-month quota by 5 October and to conserve 130,000 kilowatt-hours of electricity, 208 tons of fuel, and 35 tons of ferrous metal, to increase labor productivity 9 percent above plan, to deliver one repaired electrified train, and to show a profit of 1.1 million rubles.(101)

It fulfilled its 1952 quota ahead of schedule, on 25 November. During the same year, it increased its output 11.6 percent over 1951 and cut production costs 9.7 percent below 1951.(74)

However, in the first quarter 1952, the Tallin Electric Locomotive Terminal had to spend 2 months' rectifying some of the poor repair work done by the plant previously.(102)

Pokrov Car Repair Plant

This plant operated poorly in 1951, and failed to fulfill its passenger car repair quota.(1) It also failed to meet its quota for the first quarter 1952.(40)

Popasnaya Car Repair Plant

In 1951, this plant lacked timber and was unable to fulfill its quota for that year.(18)

In 1952, it was unable to meet increased production schedules (8), and failed to meet its 11-month quota.(25)

The plant has lagged because of the lack of strong labor discipline.(9) Very little work is done by workers early in the month, and only in the latter part of the month do they make any effort toward production.(103)

Riga Car Building Plant

The Riga plant builds electric-powered trains, trolleys, and rail motor cars. In 1951, it fulfilled its quota for trolleys and electric-powered trains.(104)

In March 1952, it delivered to the October Railway System for use over the Leningrad-Finland Division five suburban electric trains. The new cars are improvements over former units. They are better constructed, are more convenient, and have finer compartments.(105)

Roslavl' Car Repair Plant

In 1952, this plant was having difficulty in meeting its quotas. It failed to meet its 8-month car repair quota (9) and, up to September, its quota for shipping scrap.(30)

Sokol'nicheskiy Car Repair Plant in Moscow

In 1952, this plant started repairing metal MTV-82 cars [Moscow streetcars] by the progressive system. As a result, the previous layover time of almost a month was cut to 22-23 days, and the working force was cut 30 percent. In May 1952, repaired cars were leaving the plant every 3-4 days.(106)

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Stryy Car Repair Plant

The Stryy plant specializes in repairing two-axle freight cars and has been repairing these cars by the progressive system since 1949. By combining this system with a system of repairing subunits before they are installed on a car, in 1952 the plant was able to cut labor from 500 to 294 hours on a car. Capital repair costs were cut 300 rubles a car. During September, October, and November 1952, it showed a profit of 500,000 rubles.

During 1952, the plant had difficulty in obtaining tool steel and was often forced to make tools from ordinary steel. During the first quarter 1952, it was forced to stop operating electric cars around the plant because of defective batteries and other parts.(25) As a result, the plant failed to fulfill its quota for that quarter.(23)

However, it fulfilled its quota ahead of schedule, repaired 46 cars above quota, and produced tens of tons of cast iron and forgings.(75)

It had also fulfilled its 1951 car repair quota.(1)

Tambov Car Repair Plant

The Tambov plant repairs freight cars.(18) Not only has it failed to fulfill its quotas, but it has also done a considerable amount of poor repair work. In 1952, it failed to meet its 11-month car repair quota.(25) On every car outshopped by the plant during the third quarter 1952, there were an average of ten instances of unfinished work. The plant has also been constantly producing defective wheel pairs.(64)

In July 1952, the plant collected 1,500 tons of metal scrap. Its wheel shop alone collected 900 tons, or more than 150 tons above quota.(107)

Ural Car Building Plant imeni Stalin

In addition to building railroad cars, this plant was producing units for petroleum installations and petroleum pumps in 1952. To save steel, the plant made some changes in the brake platform and floor supports of boxcars.(108)

In the latter part of 1952, its workers were engaged in competition to fulfill the Fifth Five-Year Plan in 4 years. Labor productivity increased sharply. Eighty percent of the workers increased the output for each shift 1.5-2 times above the norm.(109)

In October 1952, the plant was producing more goods than at any time during that year. It was producing goods in that month originally scheduled for production in 1953.(110)

Uroch' Car Repair Plant

The Uroch' plant fulfilled its 1951 car repair quota only 95.5 percent. Of 90 cars released as repaired in that year, each showed some defect and incompleteness. Work was neither planned nor organized; all work was done manually rather than by mechanized facilities.(18)

Up to September 1952, it lagged in its quota for shipping scrap.(30)

Zhmerinka Car Repair Plant

Because of the lack of proper planning, haphazard work, and disorganization, all of them deep-rooted, this plant failed to deliver 69 passenger cars in 1951 (111) and, as a result, failed to fulfill its car repair quota for that year.(1)

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In early 1952, a group of workers from the plant visited the Nizhnedneprovsk Car Repair Plant to study its methods of repairing cars.(84) However, the plant failed to deliver its quota of repaired passenger cars in the first quarter 1952.(40) It fulfilled its January 1952 quota 77.8 percent, but then dropped to 44.4 percent fulfillment in February. Cars which should have been delivered in February were not delivered until March.

The plant was using poor repair methods and its labor discipline had deteriorated greatly. Many of its shops were very much disorganized because of a lack of planning. In some of the shops, very little work was done during the first part of the month, and only in the last 2-3 days of the month did the working force intensify its activity.(111)

IV. RAILROAD MACHINE BUILDING AND OTHER EQUIPMENT PLANTS

[The plants in this part of the report are subordinate to the Main Administration of Railroad Machine Building Plants of the Ministry of Railways USSR. The Khar'kov, Lyubertsy, and Mytishchi plants are called transport machine building plants rather than railroad machine building plants.]

A. Railroad Machine Building Plants

Armavir Railroad Machine Building Plant

In 1951, the Armavir plant exceeded its quota (1) It fulfilled its quota for the first 10 months of 1952.(2)

Kaluga Railroad Machine Building Plant

The Kaluga plant operated satisfactorily during 1951 and the first part of 1952 exceeding its 1951 quota (1) and fulfilling its quota for the first 5 months of 1952.(32) It is one of the advanced Soviet enterprises.(7)

In 1952, the plant designed and built a new gasoline locomotive for the Kuybyshev GES builders. The locomotive can pull six or seven loaded four-axle cars and is to be used in switching and hauling at yards and stations.(112)

In April 1952, more than 800 workers participated in a personal efficiency system whereby each worker pledged to perform each operation efficiently. One third of the plant's machines were operating at high speeds, most of the parts were case-hardened by means of high-frequency current, and the smelting of cast iron used for the production of diesel engine piston rings was organized.

In 1952, the plant was faced with organizing the production of track-laying machinery, machines for removing snow at railroad switches, spare parts for diesel locomotives, and other parts. In April 1952, the plant was preparing to produce the MKD-20 gasoline locomotive.(113)

Khar'kov Transport Machine Building Plant

This plant builds diesel locomotives. The TE-2 diesel built by the plant is 78 tons lighter in weight and 10 meters shorter than two TE-1 diesels combined.

Because of the simple design of the TE-2 diesel, the labor involved in construction is 10-15 percent less than that required to build a TE-1 diesel. The TE-3 diesels are twice as powerful as the TE-2 diesels.

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The gas-generating TE-4 diesel has a 2,000-horsepower engine and works principally on solid fuel (approximately 70-75 percent), although, like some of the TE-1 diesels, it can work on liquid fuel or mixed fuel (liquid and solid). If necessary, it can work on liquid fuel completely. This gas-generating model has three sections. The front and rear sections are the traction units; the middle section contains the gas generator, a stock of coal, the filtering system, gas coolers, and water.(114)

In the middle of 1952, the plant pledged to fulfill its 9-month quota by 20 September and to exceed its planned labor output by 5 percent.(115)

Kirov Railroad Machine Building Plant

The Kirov plant exceeded its 1951 machine building quota.(1) In 1952, it fulfilled its 10-month quota (2) but, up to September, failed to fulfill its quota for shipping scrap.(30)

In early 1952, the plant produced a rotary snow plow capable of throwing snow 40 meters from the center of the rails. This machine has a 1,000-horsepower engine and a 2.5-cubic-meter rotor operating at 180 revolutions per minute. While working, the machine can move from one to 8 kilometers an hour, during which period it can remove 15,000 cubic meters of snow. The machine was undergoing tests in early February 1952.(116)

Although the plant was producing track-mounted cranes, it had not improved their design by July 1952 and still continued to use a considerable amount of metal in their construction. While plants of the Ministry of Ferrous Metallurgy USSR and Ministry of Construction and Road Building Machinery USSR used between 2.8 and 4.8 tons of metal per ton of lifting capacity in building such cranes, the Kirov plant used 6 tons of metal per ton of lifting capacity.(36)

Lyubertskiy Transport Machine Building Plant

In the first quarter 1952, this plant produced some 1.2-ton refrigerator containers for keeping perishable goods during the summer. Cooling is achieved by means of ice; insulating materials keep the temperature low for a long period.(117)

Mytishchi Transport Machine Building Plant

In October 1952, this plant produced a new-type subway car, the M-5 (118), for use in the Moscow metropolitan area.(119) The new car is similar in its external appearance to older models, but is 7-7.5 tons lighter in weight (118) and reduces electricity consumption during the starting of trains.(119)

The six-unit train has undergone successful tests over the Moscow subway system. The cars can develop a speed of 75 kilometers per hour. Modern brakes permit easy and quick stopping at all speeds. The plant was reported in October 1952 to be building 12 more of these cars.(118)

Odessa Railroad Machine Building Plant

This plant operated satisfactorily during 1951 and 1952, exceeding its 1951 quota (1) and fulfilling its quota for the first 11 months of 1952.(25)

Tashkent Railroad Machine Building Plant

The Tashkent plant operated inefficiently during 1951 and 1952.

It did not fulfill its 1951 quota (1), nor its quota for the first 10 months of 1952.(2)

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Early in 1952, a group from the plant visited the Lyublino Foundry-Machine Shop to study production methods.(5) Nevertheless, production costs in casting operations at the Tashkent plant continued to remain enormous.(7)

In July 1951, the plant was producing the VVK-200 compressor.(36)

Because of violations of labor discipline, the plant lagged in its supply of diesel locomotive parts in 1952.(14)

Tikhoretsk Railroad Machine Building Plant

The Tikhoretsk plant operated inefficiently in 1951 and 1952. It did not fulfill its 1951 quota (1), nor its quota for the first 11 months of 1952.(25)

In 1952, the plant built the Balashenko rail-straightening machine, which not only straightens rails but also tears up cross ties. The machine was put through tests both at the plant and on the railroads in June 1952.(3)

Tula Transport Machine Building Plant

This plant fulfilled its quota for the first 5 months of 1952.(32)

Zaporozh'ye Railroad Machine Building Plant

This plant fulfilled its quota for the first 11 months of 1952.(25)

B. Foundry-Machine Shops

Kaluga Foundry-Machine Shop

This enterprise fulfilled its quota for the first 11 months of 1952.(25)

Kaunas Foundry-Machine Shop

The Kaunas Shop operated efficiently during 1951 and 1952, exceeding its 1951 quota (1), and fulfilling its quota for the first 9 months of 1952 ahead of schedule.(119)

Korshunovka Foundry-Machine Shop

This shop failed to fulfill its quota for the first 11 months of 1952.(25)

Lyublino Foundry-Machine Shop imeni Kaganovich

The Lyublino enterprise exceeded its 1951 quota.(1) Early in 1952, a group of workmen from the Tashkent and Rostov locomotive repair plants visited this plant to study its methods of organization and production.(5)

However, in 1952 the enterprise failed to fulfill its 7-month quota. During the 7-month period, losses due to rejected work increased 1.5 times over those of 1951 and, consequently, the enterprise suffered a loss of 3,369 rubles during the 7-month period. Labor discipline was very poor. The enterprise has been overexpending metal, electricity, and coal.(120) Up to September 1952, it had also failed to fulfill its quota for shipping metal scrap.(30)

Moscow Foundry-Machine Shop

This shop fulfilled its 1952 quota for gross output and consumers' goods by 16 December.(121)

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Voroshilovgrad Foundry-Machine Shop

The Voroshilovgrad Shop failed to fulfill its 1951 and January 1952 quotas.(7) However, it made some forward strides in subsequent months of 1952 (9), fulfilling its 11-month quota in that year.(25)

C. Electrical Equipment PlantsAlma-Ata Electrical Equipment Plant

The Alma-Ata plant failed to fulfill its quota for the first 5 months of 1952.(32)

Gomel' Electro-Technical Plant

This plant fulfilled its quota for the first 11 months of 1952.(25)

Khar'kov "Transsvyaz" Electrical Equipment Plant

The Khar'kov plant operated satisfactorily in 1951, exceeding its quota for that year.(1)

Kiev "Transignal" Electrical Equipment Plant

The Kiev plant exceeded its 1951 quota.(1) and fulfilled its quota for the first 11 months of 1952.(25)

It was expecting to increase its over-all production 65 percent in 1953. The production of impedance bonds and electric switch machines was expected to be increased 2-2.5 times.(67)

Leningrad Electrical Equipment Plant

The Leningrad plant exceeded its 1951 quota (1), but failed to fulfill its quota for the first 8 months of 1952.(14)

Losinoostrovskaya Electrical Equipment Plant

This plant fulfilled its 1951 quota (1), but in 1952 it lagged in supplying electrical parts for diesel locomotives.(14)

Nizhnedneprovsk "Svetofor" Electrical Equipment Plant

This plant exceeded its 1951 quota (1), but then lagged during the first 5 months of 1952.(32)

Saratov Electrical Equipment Plant

The Saratov plant operated satisfactorily in the early months of 1952 (23), but then began to lag and failed to fulfill its 1952 quota of electrical parts for diesel locomotives.(14)

Tula Electrical Equipment Plant

The Tula plant was criticized in October 1952 for making poor repairs on electric switch machines.(122)

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D. Other Railroad Equipment PlantsDarnitsa Spare Parts Plant

The Darnitsa plant operated inefficiently for 18 months of 1951 and 1952, failing to fulfill its quotas for 1951 (1) and the first 6 months of 1952.(13) The plant was criticized in October 1952 for shipping poor spiral springs to plants.(64)

Dnepropetrovsk Switch Plant

This plant was criticized in September 1952 for constantly failing to fulfill its quotas.(11)

Moscow Railroad Car Brake Plant

The brake plant's engineers have designed a new air brake valve, the MTZ-135, which can be installed on either freight or passenger cars, and can cut braking distance by 20 percent. In the latter part of October 1952, the plant was preparing to start series production of this equipment in 1953.

Plant engineers have also designed an electropneumatic brake for long-distance passenger trains.(123)

Moscow "Krasnyy Put'" Plant

This plant exceeded its 1951 quota.(1)

Marom Switch Plant

The Marom plant fulfilled its quota for the first 10 months of 1952.(2)

Nizhnedneprovsk Switch Plant

This plant has been fulfilling its quotas, but it has been criticized for poor quality of work.

It exceeded its 1951 quota (1) and fulfilled its quota for the first 8 months of 1952.(9) Between 1 and 7 September 1952, it delivered above quota hundreds of thousands of rubles worth of material to the railroads.(124)

However, in July 1952 it was criticized for having made poor switches for some time. Switches produced by the plant break down in less than 2 months.(36) In August 1952, switches built by the plant had to be refused by the inspector of the Ministry of Railways USSR because of defective work.(64)

The plant was also criticized in September 1952 for failing to fulfill its quota for shipping scrap up to that time.(30)

Novosibirsk Switch Plant

The Novosibirsk plant operated inefficiently during 1951 and 1952. It failed to fulfill its quotas for 1951 (1) and the first 11 months of 1952.(25)

It has been criticized for making poor-quality switches for some time. Switches produced by the plant break down less than 2 months after they are installed.(36)

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Petukhovo Switch Plant

This plant exceeded its 1951 quota.(1) In 1952, it operated inefficiently during the early part of the year (32), but then picked up and fulfilled its 10-month quota of that year.(2)

In February 1952, the plant's production costs in casting operations were still enormous.(7)

Yaroslavl' Railroad Car Brake Plant

In 1952, a number of Stakhanovites, engineers, and technicians from this plant visited the Kalinin Car Building Plant to aid that plant in the installation of car brakes on cars.(70)

Zaporozh'ye Machine Shop

This enterprise operated satisfactorily in 1951, exceeding its yearly quota.(1) It also fulfilled its quota for the first 6 months of 1952.(13)

"Puteyets" Plant

In February 1951, the plant was producing rail anticreepers.(125)

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